



HARRY HAWKER: One of the four Qantas Empire Airways Constellations in front of the new terminal building at Mascot, Sydney. The airport is the headquarters and maintenance base for Q.E.A. Three return services are flown each fortnight between the U.K. and Australia.

International Aeradio Report Progress in the East : G.C.A. Service to Cover the U.K. : Airport Programme for India

LOSS OF "STAR TIGER"

BRITISH SOUTH AMERICAN AIRWAYS Tudor IV G-AHNP *Star Tiger* with a crew of six and 29 passengers must now be presumed lost. The aircraft left on a scheduled service from London Airport on Tuesday, January 27th, but was held up at the Azores by very severe weather. *Star Tiger* eventually left the Azores at 1533 hours on January 29th to fly to Bermuda. The last signal received was sent out at 0315 hours G.M.T. on January 30th, giving a position at 0300 hours of 34 35 N, 57 40 W calculated by D.R. That position was slightly North of track, which suggests that a recent fix had been obtained. The Tudor IV was flying in visual flight below cloud at 2,000ft with a ground speed of 150 knots, and the E.T.A. at Bermuda was 0500 hours G.M.T. The fuel remaining was about 900 gals. The captain was flying at a low altitude in order to avoid strong headwinds at height.

It is dangerous to suggest what might have been the cause of the Tudor IV tragedy, and it is even more regrettable that in all probability the cause will never be known. It must be assumed that disaster occurred without warning, since no distress signals were received. At the height being flown it would be almost impossible for action to be taken if for some reason the pilot had lost control of the aircraft. Moon rose that morning at 0124 G.M.T., and since there was believed to be only scattered cloud the pilot was probably not dependent entirely upon instruments. The Tudor IV carried a radio altimeter.

B.O.A.C. AND THE TUDOR I

It is understood that B.O.A.C. are working closely with A. V. Roe on the question of operating Tudor aircraft on the Empire routes. It is possible that Tudor Is will be converted to Mark IV specifications, and permission to do so has been sought from the Ministry of Civil Aviation, whose approval is awaited by the Corporation. A Tudor I was due to leave this week on a proving flight over the Empire routes, with representatives from Boscombe Down and A. V. Roe.

INTERNATIONAL AERADIO REPORT

SINCE the British company, International Aeradio Limited, was formed about a year ago progress has been made in the near and far East. The three British airline corporations provided the initial capital for the company and the balance of the share capital was made available to Commonwealth and foreign operators who wished to participate. Up to date the

United States of America (T.W.A.), France (Air France), Belgium (Sabena), Holland (K.L.M.), Scandinavia (S.A.S.), and Italy (Alitalia) have agreed to participate financially in the company and the support of operators from India, Syria and Iran is expected. In addition the company has been appointed consultants to the Crown Agents for the Colonies, and International Aeradio signals officers in Turkey, Iraq, Syria and Persia are advising the civil aviation authorities.

Since the function of the company was to install and operate telecommunication and radio aids to navigation throughout the world to I.C.A.O. standards wherever they were required, and the British airline operators were directly connected, the system of operation has been for the airline to request the country through which operations were being flown to provide adequate facilities on the ground and for ground to air communications. In those instances where the country had found it impossible to provide such facilities the airline had in most cases advised the co-operation of International Aeradio, Ltd., Air Commodore C. S. Cadell, managing director, is satisfied that the system has worked efficiently, and already air traffic control responsibility has been taken over at Malta, Castel Benito, Bahrain, Bathurst and Athens, and signals stations are now operated by International Aeradio personnel at Augusta, Malta, Castel Benito, Benita, Nicosia, Bathurst, Wali Halfa, Asmara, Kamaran Island, Malakal, Juba, Kisumu, Nairobi, Tabora, Habbaniyah, Bahrain, Sharjah, Akyab, Mergui, Rangoon and Bangkok. Telecommunication and navigational facilities in Hassani and Araxos in Greece, and Heraklion in Crete, are now being operated and maintained in co-operation with T.W.A. for the Greek government. Similarly, the Burmese government have employed this non-profit making company to supply, operate and maintain signal equipment and services at Mergui, Akyab and Mingaladon.

The American equivalent, Aeronautical Radio Incorporated, is co-operating with International Aeradio in drawing up plans to cover the operation and maintenance of flying control at Siamese airports. Workshops and laboratories have been installed at Bovingdon, and development tests and equipment modifications are being made. Flying control courses have been arranged with the co-operation of Airways Training Limited at Aldermaston to train operators proceeding to overseas appointments and to provide refresher courses for others.

NORTH ATLANTIC REFUELLING TESTS

LIBERATOR G-AHYD under the command of Captain J. T. Percy who is in charge of the experimental refuelling unit formed by B.O.A.C. in Canada, flew the Atlantic from Montreal